

Rpt. 8

Port Oslo-Bergen No. 4965

Date of writing Report 30/6/62 When handed in at Local Office Received London
Survey held at Leirvik & Sagvåg No. of Visits 8 First Date 16/5 1962 Last Date 11/6/6 1962

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 13801 wood on the Iron or Steel M.S. " HAVBRAUT " Tons gross 294
Built at Meteshan, N.S. By Whom Clare S.B. Co. Ltd. Year 1944
Owners Arne Kalve Owners' address (If not already in R.B.) Bergen
Managers Port of Registry Bergen
Surveyed Afloat or in Drydock Both Name of Dock A/S Stord Verft, Stord Date of last examn. in Drydock 25.5.62

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 4844 Port Bergen Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Includes entries for Rest 3A, Fishing purposes, carriage of light cargoes, and DS 6.61.

Give dates and references to any letters relating to this Report Cable 5/6-62

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined

EXAMINATION AND REPAIRS AS PER RULE FOR Restoration survey, Due 6.61, Ship 18 years old, Docking and Freeboard Renewal Survey.

Following shellplank now renewed due to damage and also for internal examination.

Port side:- No. 7 from main deck, renewed abt. 24'x3"x7" in way of No. 2 Hold.
No. 12 " " " " " " 25'x3"x7" " " " " 1 "
No. 6 " " " " " " 18'x3"x7" forward
No. 11 " " " " " " 21'x3"x7" "

Starbd. side:- No. 5 from main deck, renewed abt. 15'x3"x7" forward.
No. 6 " " " " " " 21'x3"x7" "
No. 11 " " " " " " 25'x3"x7" "
No. 8 " " " " " " 26'x3"x7" in way of No. 1 Hold.

Further deckplank forward and aft cut for examination of deck beams and renewed. Following frames forward both sides found affected by dry rot.

Starboard side:- Nos. 4,5,6,7,12 and 13.
Port side:- Nos. 5,6,7,10,12 and 16.

SUMMARY OF DAMAGE REPAIRS table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Inner Bottom Plates, Deck Plates, Beams, Other Items.

Has a Survey also been held on machinery of the Ship? Yes
Is Classification Certificate required? If so, to be sent to Yes-This Port
If so, is the Report sent now, or when will it be sent? Now
Has Interim Certificate been issued? Yes, copy attached.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:- "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

It is submitted this ship is eligible to remain as classed with record of DS 5.62 and that she receive the notation of + Rest. 4A1 from 6.62, subject to frames forward both sides, and deckbeams in steering gear space aft, being renewed before the end of September next, and that 45 fathoms of chain cable being renewed at the first opportunity.

Surveyor to Lloyd's Register of Shipping
For 2nd Surveyor R. Ottesen & self, Knut Olsen

Date of Committee MONDAY 27 AUG 1962
Minute Deferred for comp. restoration Survey (by 9.62)

TS. 5.62 Subject
TS. 5.62

Noted for Header



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NOTED FOR POSTING

003434-003443-0201/12

140 JUL 1962

RETAIN

DISCLOSED SECTION No. - R JUL 1962

WRECK SECTION No. 79

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Rest. Survey etc. SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
planks				
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds shelves, clamps, dead-wood, brasshooks etc.	Yes	Deep Tanks		
Tween Decks (Forecastle)	Yes	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	Yes	Side Tanks		
After " "	Yes	Wing Tanks		
Engine Space	Yes	Other Tanks		
Boiler "	None	Cargo Tanks (Tankers)		
Under Engines and Boilers	Yes			
Tunnel and Well	Yes	Cofferdams		
Coal Bunkers	None			
Chain Locker	Yes	Pump Rooms		
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary? Yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes  
 Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined?  
 Has steelwork had rust removed and afterwards been recoated as necessary?  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?  
 Has a Load Line Survey been held? Yes If so, state which Renewal Survey  
 Have the shell and deck plating been drilled as per Rules? necessary - Yes If so, Report 8(Dr) to be attached  
 Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating planks	Good	Ceiling and Cargo Bunks	Good	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement or Asphalt	None	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Yes
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	By hammering
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	None - Good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames except forward	Good	Ash Shoots	None	Equipment Letter	e
Reverse Frames	-	Overboard Discharges and Scuppers	Good	Anchors, No. of	2B-IS Condition Good
Longitudinals	Good	Freeing ports	Good	Cables (State if now ranged and examined)	Yes
Transverses	Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length 45 fms. (on board) mean diam. Below 27/32"	15/16" - 1
Floors	Good	Windlass examined and found	Good	" Rule Length 150 fms. Size	15/16
Keelsons	Good	Pumps " " "	Good	Hawsers and Warps	Good & Sufficient
Stringers	Good	W.T. Doors " " "	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so complete Report 8(Eq) and attach.	-
Inner Bottom Plating	-				
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.) Deckbeams nos. 1 and 3 from aft in way of steering gear space, and 2 knees to the square stern, found slightly affected by dry rot, and has now been temporary repaired by steel plates and throughbolts. Further bottom and side planks have been recaulked as necessary. Ceiling planks at sides and ceiling planks in way of bottom in both holds have been partly removed for examination and timber of frames, floors, keelsons, etc. in way found good. A number of bolts and treenails driven out as per Rules and all found good. Rudder with main piece has been removed for examination and found good. Bushing in way of heelpentle renewed. The steering engine has been opened out and minor overhaul repairs carried out.

Contd. . . . .  
 R. Ottesen Kr. 100,-  
 Survey Fee Kr. 800,-  
 Freeboard Renewal Kr. 85,-  
 Special Damage or Repair Fee (if any) Kr. . . . .  
 Travelling Expenses (if chargeable) Kr. 270,-  
 Date when A/c. Rendered 2/7/62

on the S.S./M.S. " HAVBRAUT "

Deferred repairs:—  
 45 fathoms chain cable found below the Rule diam. 27/32" and should be renewed at the first opportunity. *2. achselkabel*  
 Frames forward both sides, and deckbeams to be renewed before the end of September, 1962.  
 The above survey was partly carried out by the wood expert R. Ottesen, Stord.

